

October 19

Mackerel Notes.

The Clark's Harbor, N. S., Coast Guard says:

"Some mackerel were netted at Stony Island last week, which is a rare occurrence in the fall, being rather aside from the course of such fish at that season.

"Fair catches of mackerel continue to be made up to date at Stony Island. The fish are of the largest size and very fat. Schools of them are very often sighted in the bay. It is likely that something might be done at drifting for them."

The fare of sch. Corsair, 34 barrels, sold to Fred Bradley for a lump sum, \$812.50.

Capt. Jason Daley is fitting sch. Nourmahal for a Newfoundland salt herring trip.

Sch. Niagara was at Portland yesterday with 10,000 pounds of halibut.

October 20

GEORGE J. TARR PASSES AWAY

From Fisher Boy He Becomes Wealthiest Citizen.

END OF REMARKABLE CAREER.

Pioneer in Fishing Industry and Prominent Business Man.

Mr. George J. Tarr, one of Gloucester's best known citizens, and reputed to be the wealthiest man the city ever produced, died at his residence on Summer street last night at about 7.30 o'clock. Mr. Tarr's illness was of short duration, he having been out and about, and active up to about five weeks ago, when his health developed a sudden decline, soon after being obliged to remain in the house, quickly followed by confinement to his bed.

He was born at Sandy Bay, now Rockport, February 1, 1832, being the son of Jacob and Polly Tarr. He was a direct descendant of Richard Tarr, one of the first settlers of Sandy Bay, who came from Wales in 1659.

Mr. Tarr was a striking example of a self-made man, rising from a poor boat fisherman to be probably the wealthiest man of this city and the largest holder of real estate in the city, besides having large holdings in Rockport, Boston, New York and other places.

At the age of 12 years, he made his first fishing trip, sailing from Beverly, and continued this pursuit during the summer, attending school in winter whenever he could. At the age of 19 years he had command of a vessel, being probably the youngest skipper ever sailing out of Gloucester, and continued in fishing until 1854, with varying success, and at the close of an unsuccessful trip, receiving 50 cents for his catch of fish for which he spent an entire cold winter day off Salvages, he announced to his family that he had pulled his last fishing line and would seek some more remunerative employment.

During his early fishing experience he had several narrow escapes, and was on Georges in the great gale of February, 1850, being in command of sch. Walter Scott in place of the

regular skipper, and was absent four weeks, an unusual long time for those days.

In 1854, without financial assistance, he engaged in the fresh fish business from Pigeon Cove, purchasing the fares of the fishermen from that place and disposing of them at Rockport. He obtained the confidence of the fishermen so that in two years he purchased nine-tenths of all the fresh fish landed at that section of the Cape.

In 1861 he entered the salt fish and mackerel business in connection with the fresh fish business, and erected his first salt fish warehouse. He became largely interested with prominent wholesale salt fish dealers of that time in Boston, New York, Philadelphia and Baltimore, who recognized his business ability, and in 1863 he purchased and controlled (besides operating largely elsewhere) the entire catch of mackerel at Rockport.

In 1866, the field of operations at Rockport becoming too small, he established his headquarters at Fort Point, where he further increased his interests by entering into the fish oil business. This business, in connection with his other branches, he pursued with untiring energy and with great success. He established a grade of Newfoundland cod oil, known as the Crown Brand, which gained a great reputation throughout the United States for its high grade and superior quality; and the fish and fish oil establishment soon became one of the largest and most complete in the United States, handling every product that is taken from the North Atlantic.

In 1871, he with others, organized the Cape Ann Isinglass Company, building a plant at Rockport, and in 1885 he increased his plant in this city by the addition of an isinglass plant, giving employment to a large number during the winter months, introducing to the market the Crown Brand of isinglass.

In 1878 he organized the Bay State Halibut Company, which had its original location on Commercial wharf, Boston, and was largely instrumental in consummating the lease and forming the association known as the T Wharf Association, as the result of which the wholesale fish dealers of Boston removed their stores from Commercial wharf to T wharf.

Mr. Tarr was a director and a large stockholder of the First National Bank of Gloucester, and was one of the original incorporators of the Gloucester Safe and Deposit Company, besides being a large stockholder in many other national banks.

He also was one of the directors and stockholders of the Gloucester Fire Insurance Company and with the exception of Mr. William A. Pew was the only surviving member of the first board of directors, which also included Parker Burnham, John Todd, Robert Fears, Monson L. Wetherell, Henry A. Burnham, Andrew W. Dodd, George R. Bradford and Josiah O. Friend.

He served as director for many years, and was a stockholder, in the Rockport Granite Company, and was instrumental in the organization of the Gloucester Net and Twine Company in this city to a considerable extent. From 1871 to 1893, Mr. Tarr was also interested in vessel property, and owned or controlled a large fleet of fishing and coasting vessels, at one time being among the owners of the largest fleets in this city.

During his business career he operated largely in real estate, and owned many business blocks, besides many dwelling houses, etc., in Gloucester, Boston, Rockport, and other cities and towns. Among his holdings was the old Moorehead house at Fresh Water Cove, which was built early in the 17th century from material brought from England, and in which he took great pride as one of the oldest houses in the city. He took great interest in remodeling and improving his property and some of the finest tenements and stores in the city show the result of his labors. Among other holdings are the Puritan House and Surfside Hotel, the former originally the Mason House.

In 1885, Mr. Tarr practically retired from

active business, and in 1895 the George J. Tarr Company was incorporated under the laws of Massachusetts, and since that time his affairs to a great extent have been in the hands of his three sons. George Ira Tarr, the oldest son, is the president of the company.

Although not meddling in politics to any great extent, he has been the recipient of political honors, and in 1894 and 1895 represented the city in the legislature, and during his term of service he rendered good service to the city in behalf of the act authorizing the city to putting in an independent water supply.

An everlasting monument to the memory of the deceased is the George J. Tarr schoolhouse at Rockport, a picture and description of which appears on another page. Some years ago Mr. Tarr purchased the tenement house connected with the Annisquam Mills property, and later he added to his holding the mills property itself which had been destroyed by fire, only a portion of the stone walls standing. The machine shop was in good condition, and a happy idea occurred to Mr. Tarr to perform a kindness for his native town. Consequently the property was offered to the town at a nominal figure, which was accepted, and today a fine, modern building is ready for occupancy: in recognition of his beneficence, the school bears his name.

Mr. Tarr soon afterwards presented to the town a large tract of valuable land adjoining the school house property for public park property, the gift being made without condition, and was most acceptable and highly appreciated by the residents of the town.

One of the most valuable holdings of Mr. Tarr is said to be a block of Standard Oil stock. The story is told that several years ago a Boston fish dealer failed, owing Mr. Tarr \$12,000. He settled for 50 cents on a dollar and also offered some oil stock, the value of which was very questionable, which was accepted by Mr. Tarr. It turned out that the stock was Standard Oil, with a value today of from \$600 to \$800 per share.

Mr. Tarr was an excellent type of an old-time generation. He achieved success by pluck and energy coupled with a large amount of stick-to-it-iveness. He had no wealthy parents to rely upon, but in early life found himself face to face with the world, and nobody but himself to shape his course in life's affairs and achieve his ambitions. One of the keynotes of his success was that he was ambitious. He was not satisfied to eke out a simple livelihood from day to day, but he sought larger things. Endowed with a strong constitution and sharp mental capacity he was ever ready to cope with any business undertaking, and it was these characteristics which put him at the head of Gloucester's successful business men, in fact probably the wealthiest man that the city ever produced.

He was a man of striking personality, being large of frame, with good forcible head mounted on broad shoulders.

Mr. Tarr possessed a social, genial temperament and had many friends who enjoyed his companionship. He kept well informed on the leading questions of the day which he was fond of discussing with those with whom he associated. He was greatly interested in the prosperity of Cape Ann and was indefatigable in his endeavors to enhance her interests, as may be seen by the investments and improvements which he has been making for several years past.

Mr. Tarr married Oresa Sanborn of Rockport, who died several years ago, and is survived by three sons, Messrs. George Ira Tarr of Rockport, and Henry A. and Daniel S. Tarr of this city, and three daughters, Mrs. Ida, wife of Horace A. Procter of Boston, and Lois, wife of Walter Hastings of New York, and Carrie A., wife of Roscoe V. Hurd of New York.

The funeral will take place from the Independent Christian church at 2.30 o'clock Sunday afternoon.

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GOOD MACKEREL HAULS.

Traps at Provincetown Harbor
Took Over 200 Barrels.

Vast Schools of Large Fish Moving
West in North Bay.

A letter to the Times from its Souris, P. E. I., correspondent states that Monday was a very fine day and the boats at First Chapel got on mackerel in 18 to 20 fathoms and took 320 to 390 to a boat, all large fish going 90 to the barrel, first salting. The strange thing about it was that the mackerel were travelling to the westward in very large schools. Two of the men in the boats were old Cape Ann fishermen and they told the Times correspondent that as far as they could see, there was mackerel. They got 300 fish after sundown. All we want is men to have good boats and large lots of these fish would be secured.

Mackerel have struck in Provincetown harbor. Only a few of the many netting boats have had mackerel nets in the sea lately and the few have operated five miles south of Wood End.

When the harbor weirs were drawn Wednesday morning only a few scattering mackerel were found, but when the "Jim" Lewis gang visited their weir to change some part of the rigging late in the afternoon, they found that a sizeable school had strolled their way in broad daylight, enriching them to the tune of 70 barrels.

When that weir boat landed, nearly sunk beneath her rich burden of blue and silver beauties, other weirmen hastened to their respective traps in the harbor. They were back by dusk, bringing lots as follows: Conwell Bros., 68 barrels; Manuel James, 50 barrels; Fred E. Lewis, 21 barrels; David Blatchford, nine barrels. Jackson R. Williams' weir at the west end of the harbor took only 1000 fish.

When the net users learned of the luck of the weirmen, they rushed nets, killicks, anchors and buoys from store lofts to dories at the beach and hastened to plant the same in the harbor, selecting the north side, near the town site, where the school circled.

It was believed that last night would witness a good "run."

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BANK COD SALES.

Large Fish Take Another Jump
Skyward.

The fare of sch. Gladiator sold to Lane & Smith and Cunningham & Thompson at \$4.35 per hundred weight for large and \$3.50 for mediums. This is an advance over last sales of 10 cents on the large fish, and is the highest price of the season.

The fare of sch. S. P. Willard sold to Oakes & Foster.

The fare of sch. Titania sold to Sylvanus Smith & Co.

Monster Halibut.

Among the fare of fresh halibut of sch. Niagara, landed at Portland yesterday, was one fish weighing 276 pounds. All the fish in the trip went from 100 pounds to 200 pounds each.

October 20

NOT ALL HARMONY

At Business Men's Protest Meeting
at St. John's, N. F.

Original Resolutions Objected To
and Had To Be Revamped.

Below we print in full the resolutions adopted at the business men's meeting at St. John's N. F., October 10, regarding the modus vivendi.

The St. John's Herald devotes almost a column of space to a report of the meeting, admitting at the start that no newspapermen were present and that the only one who showed up was asked not to enter.

There were 20 present and according to the report—the Herald, all was not honey and hug. One of the big fellows detailed the facts of the modus vivendi and its ill effect on trade. Then somebody got to questioning him and he wanted to telephone to Premier Bond for farther knowledge. Some objected to this as they wanted no political tinge to the meeting, although a number present were members of the Newfoundland government. One present said that the present deadlock might have been avoided had his advice been taken six months ago and an export duty imposed on all herring. Another said that no such duty could be imposed on the American vessels, owing to their treaty rights. Three others advocated going slow just now as the modus vivendi had been signed by the British government and there would be ample time later, when the colony would know all the facts, to take more intelligent action than now when we are in ignorance of everything but the barest outline of the arrangement.

Another wanted to consider the matter in all its bearings. The chairman offered certain resolutions for adoption, but several objected to them claiming that they savored of politics. A committee was appointed to redraft them and here is the not very forcible result:

"Whereas, the business men of St. John's have heard with alarm and astonishment of the modus vivendi, which has been recently negotiated between the Government of Great Britain and of the United States of America, having reference to the prosecution of the herring fishery on the West Coast of Newfoundland, and that without submission to the Colonial Legislature;

"And whereas, such action is in violation of the rights of a self-governing colony, and whereas, the effect of such a measure, which amongst other obnoxious concessions, sanctions the use of purse seines, would be ruinous to the fishery interests of that part of the colony:

"Be it resolved, that the Trade protests against such a gross infringement of the Colony's constitutional rights; protests against the inevitable financial loss to the Colony, and further protests against the serious injury which will be done to the inhabitants on the West Coast of the Island, and to the general interests of Newfoundland at large:

"Resolved, that a copy of this protest be sent to His Excellency the Governor-in-Council."

Even after the resolutions were remodelled as above, one of the big business men present refused to sign them.

October 20"

THE HERRING FLEET.

Will Probably Be Larger Than
Last Season.

Already 18 Vessels Have Sailed
and More Are Fitting.

There is every prospect of a good-sized salt and frozen herring fleet from this port in Newfoundland and Miquelon waters this season. Already 18 vessels have sailed and seven or eight more are now fitting. Others now here will fit later and the salt bankers, as they arrive and take out their fares, will be added to the fleet.

The vessels which have sailed are schs. Edna Wallace Hopper, Annie M. Parker, Norma, Arcadia, Ingomar, Constellation, Saladin, Vigilant, Lewis H. Giles, Maxine Elliott, Arabia, Smuggler, A. M. Nicholson, Dauntless, Veda M. McKown, Dora A. Lawson, Senator Gardner and Oregon, and some of them are already fishing at Bay of Islands.

Schs. Nourmahal, Judique, Patrician, Henry M. Stanley, Harry W. Nickerson, Ralph L. Hall and Valkyrie are now fitting and will soon sail.

October 20"

NOW TAKING HERRING.

Several American Crafts Are Now
Fishing at Bay of Islands.

Weather Has Been Very Mild
with Frost One Night.

A letter received here yesterday from Bay of Islands, N. F., dated on Monday, says that everything is quiet there. The Newfoundland cutter Fiona arrived there Sunday to remain until the end of the herring season, and H. M. S. Brilliant sailed from St. John's the day the letter was written. She also, will be on duty at Bay of Islands until the end of the season.

Thus far schs. Vigilant, Ingoma, Saladin and Maxine Elliott had arrived, the last three crafts being at Wood Island and engaged in fishing. No great amount of herring has been taken, but the signs, however, are favorable. Capt. Bonia in the Vigilant, caught six barrels in the vicinity of Port au Port last Friday night.

The modus vivendi has, as you probably know, caused quite a commotion in camp. The press of St. John's does not take kindly to the recent agreement between your country and Great Britain. It is well known that nothing short of salt fish duty free into the United States will ever satisfy the colonial government.

The native fishermen are less excited over the fishery question than they were last season, but it is not known what they are likely to do should purse seines be successfully used in the bay.

The weather has been very mild for the last few days. Only once has frost been noticed.

October 20

DAILY TIMES FISH BUREAU.

Sch. Rebecca, via Boston.
Sch. Gladys and Sabra, via Boston.

Vessels Sailed.

Sch. Annie and Jennie, pollocking.
Sch. Blanche F. Irving, pollocking.
Sch. Sheffeyld, pollocking.
Sch. Sadie M. Nunan, haddocking.

Today's Fish Market.

These prices are based on the last known sales.

Spitting prices of fresh fish; Large Eastern cod, \$1.75; medium do., \$1.25; large Western cod, \$2.62 1-2; medium do., \$1.37 1-2; haddock, \$1.00; cusk, \$1.75; hake, \$1.30; pollock, 95 cts.

Salt handline Georges codfish, \$5.00 per cwt. for large, \$3.50 for medium.

Salt Trawl Georges codfish, \$5.00 for large \$3.50 for medium.

Salt hake, \$1.50.

Salt haddock, \$1.75.

Salt cusk, \$2.25.

Salt "drift" cusk, \$2.00.

Salt pollock, \$1.50.

Salt trawl bank codfish, \$4.25 for large, \$3.50 for medium and \$2.00 for snappers.

Large salt "drift" Georges codfish, \$4.25 medium do., \$3.25.

Bank halibut, 15 cts. per lb. for white and 12 cts. per lb. for gray.

Flitched halibut 7 1-2 cts. lb.

Large salt mackerel, \$31 per bbl.

Salt medium mackerel, \$28.00 per bbl.

Salt tinker mackerel, \$16.00 per bbl.

Fresh medium mackerel, 13 1-2 cts. each.

Fresh tinker mackerel, 8 cts. each.

Large fresh mackerel, 20 cts. each.

Round pollock, 95 cts. per cwt.

Shore salt herring, \$2.80 per bbl. clear of the barrel.

Eastern "halibut" codfish, \$4.37 1-2 per cwt. for large and \$3.25 for small.

Fresh herring \$2 to \$2.50 per bbl.

Rimmed medium mackerel, \$30 per bbl.

Rimmed small mackerel, \$16.50 per bbl.

Boston.

Sch. Cosmos, 3500 pollock.

Sch. Mary E. Cooney, 5000 haddock, 2000 hake.

Haddock, \$4 per cwt.; cod, \$4; pollock, \$1.25.

October 22.

Freezer Started.

Mr. Frank Stanwood opened his large freezer on the Fort today for the season and will begin to take in herring. Both his steamers Bryda F., and Lydia F., are in commission.

October 22.

Big Herring School Off Portland.

A big school of herring struck in Casco Bay and steamer Pet at one haul of her seine took 100 barrels.

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THE FRENCH CONCESSION.

Text of agreement on Moquelon Herring Fishery.

American crafts must apply for permit before fishing.

Below we print in full the text of the French concession, allowing American vessels to fish for herring inside the three mile limit at Miquelon:

1. American vessels prosecuting the herring fisheries within the territorial waters of St. Pierre and Miquelon must first secure a permit, which permit can only be secured through, and of, the American consul.

2. Applications for permits will not be considered by the French authorities unless presented by the American consul.

3. Such American vessels, as are allowed a permit, must engage one-half their crew in the colony, to be regularly shipped before the American consul.

4. The American consul shall present to the French authorities a crew list of American vessels engaged in the St. Pierre herring fisheries, plainly indicating on such list those shipped before said consul.

5. All American vessels fishing within the "three mile limit" without first complying with these regulations will be considered as poachers and treated as such.

The object of engaging one-half the crew at this port are two-fold; first, to give employment to French fishermen; second, to enable them to acquire the knowledge of how, and the methods used by Americans, to secure herring.